

SENATOR CROSBY: Senator Kristensen, you're on again.

SENATOR KRISTENSEN: Yes, Senator.

SENATOR JONES: Yes, if we set this like Schrock's talking about here at 55, can a county lower that then?

SENATOR KRISTENSEN: Yes, they have the jurisdiction. This is a maximum speed.

SENATOR JONES: Right. Okay, have we ever come in as a state and lowered the counties' authority before?

SENATOR KRISTENSEN: You mean by setting a lower maximum speed?

SENATOR JONES: Than the counties had.

SENATOR KRISTENSEN: Well, I passed out the history of speeds and I go back to 1919, and the nonhard-surfaced roads for the counties, basically, we've always increased them. I don't see where we've ever decreased those. Senator Chambers is probably the only one in the group that was here before 1919 and might know what the speeds were at that time. So I really don't know. I'm not aware of any.

SENATOR JONES: Thank you.

SENATOR CROSBY: There are no further speakers on the Schrock amendment. Senator Schrock, would you like to close?

SENATOR SCHROCK: Thank you, Madam Chairman. I appreciate the discussion on this amendment. I think it's been very productive and I believe everybody pretty well understands that this amendment would not allow the counties to set a faster speed limit than 55 on what I would call paved county roads. The amendment describes a dustless situation, but I think most of us relate in terms of paved county roads. And I'm not trying a way of taking an county authority, it's just that most of these county roads are not as safe as our state and federal highways, and I have had some constituents talk to me about their concerns about raising the speed limit. We have a stretch of highway between Funk and Odessa, Nebraska, and it's kind of a shortcut, a lot of people take it. And that's where people have called me